

## MOTOR TRUCK SHOW GETS UNDER WAY

Commercial Vehicles of All  
Kinds on Display at the  
Garden and Palace.

### BUSINESS MEN INTERESTED

Machine Tool Exhibit One of  
Most Interesting and Novel  
Features for Those Who  
Go to See or Buy.

Commercial motor vehicles came into their own last night at 8 o'clock, when the Part II section of the Thirtieth National Automobile Show, under the auspices of the Automobile Board of Trade and opened in the Grand Central Palace and Madison Square Garden. As might have been expected from the rapid growth of the commercial vehicle industry, the attendance in both buildings last night was much larger than for the opening night of any previous exhibition of business motor cars in this city.

In keeping with the changed character of the exhibits on the main floors of the two buildings, there was a change in the class of the visitors attracted to the show. The vehicles shown, being designed strictly for business purposes, were interesting chiefly to business men, who constituted about seven-eighths of the attendance.

Even though the vehicles shown were designed and built solely for utility, still the scene from the entrance of each building was a striking one. Many of the delivery wagons and trucks are finished in colors quite as varied and brilliant as those of the handsome passenger carrying cars that were the centres of attraction last week during the Part I period of the show. To be sure, there are no beautifully upholstered limousine bodies with expensive leather or cloth upholstery and French plate glass windows, but judged by the "handsome is as handsome does" standard, the vehicles this week will be even more beautiful to many visitors than the ones displayed last week.

The vehicles on the main floor and elevated platform at Madison Square Garden are all of the gasoline type. There are nearly 125 machines in the building, shown by twenty-five different exhibitors. At the Grand Central Palace the majority of the vehicles shown are of the gasoline type, although there are a number of electric. There are forty exhibitors in the Palace who average about three vehicles each. On the upper floors of both buildings there are many exhibits of tires, parts and accessories that are of great interest to every one interested in commercial vehicles.

The task of getting the passenger cars out of both buildings was completed early yesterday morning. When the space had been cleared large forces of men were put to work removing the worn carpeting and laying the new floor covering for the spaces used this week. The majority of the vehicle exhibitors had their machines ready to be put into place yesterday noon and all of them were inside the buildings at 8 o'clock last night, which was the hour set by the show committee for all the exhibits to be installed.

The exhibit of the National Machine Tool Builders' Association, in the basement of Madison Square Garden, is one of the most interesting features of the show. One machine that attracts a great deal of attention is a turret lathe that manufactures steel automobile truck wheels. This machine turns out a complete wheel 24 by 12 inches in three hours. It can also be adjusted to machine cylinders, fly wheels and other parts. It is controlled by a lever and sliding gears, much on the same plan as a motor car.

Another interesting machine down in the basement finishes crank cases, from the rough casting to the point where the case is ready to be placed in a chassis, without any attention from the operator after the casting has been fastened in place. Another exhibit in the basement shows a complete equipment for a machine shop. Some of the drilling machines are arranged that they can bore sixteen holes at the same time.

### ADVANCE TRUCK EXHIBIT

Kelly-Springfield Displays Its  
Show Vehicles in Salesroom.

The Kelly-Springfield Motor Truck Company, of Springfield, Ohio, gave an advance exhibition of its Madison Square Garden exhibit at its local branch, Nos. 23 and 24 West 24th street, on Sunday. Several hundred persons visited the advance exhibit, and the consensus of opinion appears to be that the new Kelly models are superior to anything that the company has put on the market before. The exhibition was also in the nature of a housewarming for the new branch and service station which has just been opened.

In addition to its local men, the Kelly-Springfield Company will be represented at the show by E. S. Kelly, president; O. S. Kelly, general manager; Charles H. Shanks, general sales manager; Charles Kellogg, chief engineer; Fred P. Brand, general representative; R. J. Mackenzie, purchasing agent; F. R. Hutchinson, Jr., advertising manager; P. S. Aultman, Boston branch manager; F. B. Ernst, Baltimore branch manager; and W. P. Rayner, Philadelphia branch manager.

### CARE IN MAKING TIRES

Fisk Product Must Undergo  
Many Inspections.

During the curing operation of a Fisk tire the curing cannot be seen, as it must be enclosed in a press, so extra precautions are taken before allowing the tire to be cured. It is first wrapped by a special construction machine, which is under the supervision of an inspector. A few years ago this wrapping was done by hand, and owing to the heavy weight of the steel core upon which the tire is made, in addition to the weight of the tire itself, the hand operation was always inferior to the clean, uniform work done by the machine.

After the wrapping the tires are placed in a heater, which is fitted with a powerful hydraulic ram. These heaters hold twelve tires, which are subjected to the action of steam for something like four hours. After the tires come out of the heater they are unwrapped and again inspected. Every day four to eight tires are taken to the superintendent's office, where they are cut into sections and are sent to the physical laboratory, where they are tested for a perfect cure. There is now an apparatus which determines to a nicety whether a tire is properly cured or not, and also determines the tensile strength, elongation and permanent set and probable life of the rubber used.

### NOVEL USE FOR AUTOMOBILE TRUCK.



GENERAL MOTORS ELECTRIC CAR IN STREET RAILWAY SERVICE.

## Akron Products Carpet Roadways of the World

Elbert Hubbard Eulogizes  
Work of Dr. Goodrich,  
Pioneer Maker of Tires.

Elbert Hubbard paid Akron, Ohio, a visit a short time ago, and while there he was the guest of E. C. Tibbitts, advertising manager of the Goodrich Company and president of the Akron Advertiser Club. Mr. Hubbard spent half a day visiting the great plant, after which he wrote the following interview:

"Emerson said, 'The first man who made a pair of shoes carpeted the earth with leather.' By making a rubber tire Dr. Goodrich paved the roadways with rubber. The Goodrich Company is the lengthened shadow of Dr. Goodrich. The man is dead, but his spirit abides and his soul goes marching on.

"If from his reserved seat in the Valhalla of Club he looks down on us now he must be proud of Akron, for without the R. F. Goodrich Company there would be no Akron. Having just spent half a day at the Goodrich Company works, my adjective tank is exhausted. An ex-

hausted chapter of 'The Essay on Silence' seems a fitting thing to recite.

"The roadways of the world are carpeted with Akron productions, and in the Goodrich tire I see the gradual and sure, certain, absolute evolution and revolution of the tire industry. Any tire that minimizes friction, lessens the danger of wear and tear on your vocabulary and tends to keep your temper intact is bound in time to get the tangible recognition of mankind—gratitude, of course, that it is properly published.

"The rubber tire made the automobile possible, just as the iron rail made the locomotive a fact. If Dr. Goodrich had invented the rubber tire before Stephenson utilized the steel rail the railroads would never have been built. Possibly yet the streak of rust and the right of way will live only in history, passing into the realm of things that were, like the high-wheel bicycle, the heaver, the wild pigeon, the buffalo, the dodo and side whisks. Transportation is the second most important thing in the world, and he who lubricates transportation is a world builder, a benefactor of his kind, and will live in the hearts of humanity."

### DO TRUCKS SPOIL ROADS?

Auto Engineers Deny Assertions  
Made by Politicians.

E. R. Gurney, the engineer who developed the new famous Knox Motor Tractor in collaboration with C. H. Martin, its inventor, was a visitor at the Garden on Friday evening, along with several fellow designers.

The absorbing topic among these men was what, to them, seems like an attempt on the part of some politicians to make political capital by trying to discriminate against the motor truck. These engineers—all high in their profession and having a knowledge of what they were talking about—are inclined to ridicule the fact that the legislatures of several states are contemplating the establishment of a limit of 400 pounds per inch tire-width of the motor-driven apparatus which may be used on the state roads, on the ground that they destroy the roads.

"This is not only a fallacy, but is absurd and illogical," says Gurney. "It is the horse-drawn wagon with its five or six thousand concentrated pounds on each narrow three-inch rim that cuts into the surface, loosening the binding material of the surface, which the next touring car with its rapid movement lifts and scatters to the four winds. Any weight that a rubber tire will withstand can by no means do the least harm to the road surface.

"What is a road roller? It is a great weight on wide rim wheels used to compact the building of roads. Then why should a motor truck or a tractor with the road building qualities of its wide rim wheels be discriminated against and the wide limit on every commercial vehicle allowed to continue its work of destruction? Then why not put a reasonable tire width limit on every commercial vehicle and make every road vehicle a road builder? With proper road guarding and maintenance as used abroad, the greater number of these road builders in use and the frequency with which they pass the roads will help to determine the time in which we can bring our state roads up to the standard of the famous Roman roads."

### BOOKS BY MOTORCYCLE

Los Angeles Library Uses Ma-  
chines as Delivery Cars.

Motorcycles have been adopted by the public library of Los Angeles, Cal., in giving the public "what it wants when it wants it."

The two-wheeler has crept into thousands of phases of commercial activity, but its use by a public library board is new and novel. It demonstrates that even in their reading the people of the United States demand prompt service.

Under the old plan books were delivered from the central library in Los Angeles, to the nine branch libraries and the five playground libraries once each week with horses and wagons.

### HOME FOR PRINCETON CREW

Ground Broken for New Boat-  
house on Carnegie Lake.

Princeton, N. J., Jan. 20.—Ground was broken here today for Princeton's new boat-house, the donation to Princeton's campus toward the revival of rowing from the class of '97. The building promises to be one of the handsomest of the kind in the country. It is from the plans of Pennington Satterthwaite, 25, of New York City. Every effort is being bent toward the completion of the structure by June, in order that it may be dedicated at that time.

The site chosen is at the upper end of the lake donated by Andrew Carnegie. The building itself will correspond to the general style of Princeton architecture and will be two stories in height.

The first floor will easily accommodate forty-eight shells and a repair shop, and the basement will be used for locker and shower rooms, with special quarters for visiting crews. The second floor will be given over to a clubroom, a room for the directors and several rooms for the accommodation of 185 class members who are in Princeton.

The latest acquisition to the rowing equipment here is a handsome eight-oared shell, which has been presented by Warden McLean, 12, of Philadelphia.

### HARD TESTS FOR ELECTRICS

Vehicles Put Through Their  
Paces Over Rough Highways.

"Testing an electric chassis which is to be used in commercial work is no small task," says J. M. Landsen, manager of the electric division of the General Motors Truck Company. "After the truck is assembled it is given a preliminary road test. This is done for the purpose of noticing the relationship of one part to another and to see if the truck runs smoothly and is otherwise correct mechanically. After this comes the more important test, that of ascertaining the power capacity. To make sure of this power capacity, the truck is loaded with this extra weight the truck travels seventy-five miles. During this period tests are also made as to the amount of power consumed. This is accomplished with precision instruments.

"The country adjacent to Pontiac is especially suitable for testing purposes. Here we find all sorts of roads of varying grades. The hills in some places are miniature mountains, so, taking it as a whole, the conditions are ideal for strenuous, all-around tests. What we do is to work the truck under harder conditions than would exist if it were in actual use by an owner, after the time the various road and other tests are completed we are satisfied that the machine will give a good account of itself in everyday work."

### HE DOESN'T CARE NOW.

From The Mason (Ga.) Telegraph.  
There is much discussion as to whether Thomas Jefferson rode or walked to the Capitol to take the oath of office. No matter which, he got there twice with both feet.

### ELECTRIC A BIG FACTOR

Truck Fleets Increasing in Size  
and Number Every Day.

### HAVE A DEFINITE FIELD

Kind of Service To Be Rendered  
an Important Considera-  
tion in Buying.

By E. J. Kilborn, General Motors.

That the electric commercial vehicle is becoming more and more a factor in the scheme of present-day business and delivery can no longer seriously be doubted by close students of modern road transportation. Electric truck fleets are increasing in size and number. It is worthy of note that the bulk of the purchases are being made by professional haulage companies, breweries and other users old in electric vehicle experience. Ask any user of electric trucks or delivery wagons what he thinks of his equipment, and he will say without hesitation that in relatively short haul, many stop service the electric is unexcelled. In other words, the electric has a definite field, a special place in city and suburban road transportation.

In view of these facts it is not strange that the largest manufacturers of gasoline automobiles have entered the electric truck field in a big and aggressive way. It is not only a recognition of the superiority of the electric in its particular sphere, but it practically assures the production of machines of the highest quality in large quantities.

With more than eight years' experience in production, in design and operation, there is sufficient reason to believe that General Motors Company trucks are relatively perfect commercial vehicles, whether gasoline or electric, and, further, that by building both types, definite and practical suggestions as to selection, installation and operation may be looked for by merchants and manufacturers without the suspicion that recommendations are colored by prejudice or self-interest.

The commercial advantage to the purchaser of dealing with a company manufacturing both types of commercial vehicles in various sizes is unquestionably a powerful factor, for, consciously or unconsciously, the manufacturer of a single type of truck is likely to advocate his product to almost any purchaser where he can see a sale.

Local service conditions are not infrequently such that they could be served by either type—electric or gasoline—but it is extremely unlikely that both would present the same commercial advantages. The two machines are radically different in construction, in operation, in care and upkeep and their selection should be based entirely on the demands of the service required.

The electric may be likened to the ordinary city streetcar and compared with the gasoline, which in turn may be compared to the specially designed heavy duty interurban. The electric truck is comparatively slow in speed, is more easily and economically handled, and under the same conditions naturally will cover less mileage in a given time than the gasoline truck.

On the other hand the very nature of the electric gives it an advantage in congested city traffic and in service where stops are frequent and sometimes of considerable length. When the haul is long and the stops few the gasoline truck is enabled to demonstrate its special adaptability to the service.

Of the two types the electric is relatively less dependent on the driver's skill. Its maximum speed is fixed. Altogether it is a machine designed for unsifted hands. The gasoline truck reaches its maximum efficiency only when drivers and caretakers are fully acquainted with the details and peculiarities of the particular machine in their hands.

### TRUCK LOAD DISTRIBUTION!

A Big Factor in Successful  
Operation of Vehicles.

Manufacturers differ widely as to the correct location of the driver's seat on a motor truck, and even among those who agree the full benefits of their designs are not always realized. The main questions involved are the distribution of the load weight, the effect on tires and the ease or difficulty of control.

In White gasoline trucks the greatest proportion of the load is carried on the rear or driving wheels, affording the greatest amount of traction at all times and allowing the front wheels to turn easily, which permits the driver to control the truck perfectly even in difficult situations. This distribution of load saves the front tires from the grinding effect of front wheels that are turned under heavy loads and reduces wear on the steering mechanism.

### LONG ISLAND CLUB PLANS

Will Hold First Auto Run of  
Season on February 22.

With February 22, Washington's Birthday, picked as the date for the initial run of the Long Island Automobile Club for the season of 1913, the contest and tour committee has begun what promises to be the most active season in the history of the club. In response to invitations from President Hermann, fourteen trophies will be competed for this year, and there is a possibility that the number will be increased to twenty before the end of the year.

William J. Auer, chairman of the committee, announces that the first run will be to some point within a radius of fifteen miles, and an informal dinner will be held for those taking part. Starting on Saturday, April 5, the committee hopes to hold runs regularly. The conditions for the various competitions will be announced in the near future.

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AUTOMOBILES.

AUTOMOBILES.

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